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SUBJECT Information on Line Capacities in the Halle
Railroad District

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INFO.SUPPLEMENT TO
REPORT NO.

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Source furnished the following information on the capacity of railroad lines in the Halle railroad district, status of

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1. Routes laid down for the handling of Soviet military shipments include:

- a. Falkenberg-Eilenburg - ~~Halle~~ - Weissenfels line;
Leipzig
- b. Halle-Sangerhausen line;
- c. Leipzig-Altenburg line;
- d. Jauerbog-Bitterfeld - ~~Halle~~ - Weissenfels line;
Leipzig
- e. Wittenburg-Rosslau-Bitterfeld - ~~Halle~~ - Weissenfels line;
Leipzig
- f. Zerbst-Dessau-Bitterfeld - ~~Halle~~ - Weissenfels line;
Leipzig
- g. Wurzen-Leipzig line.

2. Theoretical and Actual Line Capacity:

Railroad Line	Line Capacity	
	Maximum	Actual

a. Military Routes:

Falkenberg-Eilenburg-Halle	86	68
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The line is single-track. However, the SOG demanded that it be double tracked as an extension of the double-track Frankfurt/Oder-

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Cottbus-Falkenberg line. This project is to be executed [] It is envisaged to double-track the Eilenburg-Leipzig-Weissenfels line but leave the Eilenburg-Halle line single-track for the time being.³

Halle-Sangerhausen

78

82

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The double tracking of this line was started in [] The line serves the Wilhelm Pieck Combine in Eisleben.⁴

Leipzig-Altenburg

176

184

The line is double-track. Five tracks are available between Leipzig and Gaschwitz. In order to increase the line capacity the Roebler Werke stop is to be converted into a block station.

Wiesenburg-Rosslau

64

64

The carrying capacity of the line is reduced by the numerous slow-down sections between Rosslau and Dessau where bridge construction work is going on.⁵

Dessau-Bitterfeld

84

72

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The Wolfen-Bitterfeld sector of the line is double-track, the Dessau-Wolfen sector single-track. The GOC recently ordered the latter section to be double tracked.⁶ This order must be viewed in conjunction with the reconstruction of the Junkers aircraft plant in Dessau, a project which runs under the code designation "Agricultural Machinery Plant Dessau". The railroad repair shop in Dessau will be incorporated in the aircraft plant and will soon cease to operate as a railroad installation.⁷ The double tracking of the Wolfen-Dessau line is also necessitated by an enlargement of the chemical works at Wolfen, where the production of sulphuric acid is to be started by [] at a daily rate of 800 to 1,000 tons, i.e. approximately 60 railroad tank cars.

Leipzig-Grosskorbetha

92

96

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The line is overburdened. [] work on the double tracking of the Markranstaedt-Militz section of the line was started. After completion of this work the line capacity will increase to 104 trains.⁸

Leipzig-Halle

196

168

The line is double-track.⁹

Leipzig-Borsdorf

undetermined 148

The line is double-track.

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Borsdorf-Wurzen

undetermined 88

The line is single-track.

b. Other Main Lines:Halle-Leipzig

192 126

The line is double-track.

Leipzig-Zeitz

72 48

The line is single-track.

Wittenberg-Rosslau

86 65

The line is single-track.

Leipzig-Grossbothen

72 58

The line is single-track. 10

Leipzig-Chemnitz

68 42

The line is single-track via Bad Lausick.

Leipzig-Chemnitz

78 72

The line is single-track via Borna. 11

Falkenberg-Jueterbog

62 28

The line is single-track.

Falkenberg-Wittenberg

74 62

The line is single-track.

c. Branch Lines Used for Soviet Traffic:Zeitz-Altenburg

64 64

The line is single-track. It is planned to double-track the Rositz-Altenburg sector of the line because of an enlargement of the Rositz Tar Plant. 12

Querfurt-Merseburg (Geiseltal line)

78 72

The line serves the Central German coal district. It was rerouted after [] with a view to facilitate coal mining operations. The capacity of the line was not affected. 13

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Boehlen-Espenhain

52

58

The line is single-track and mostly serves traffic between the Espenhain Combine and the hydrogenation plant in Boehlen which delivers gasoline to the USSR and Poland. 14

Note: The train density possible on a railroad line depends on train speeds permitted, the status of block stations, the signal and safety installations available and the trackage (single- or double-track). There is a standing SEC order that the line capacity of each line be newly fixed every January.

- 25X1A 1. [] Comment. The Soviets selected the most efficient lines for their operations. The military routes mentioned continue in other railroad districts. During World War II, such military routes extended from France into the USSR. They were marked by different colors on official railroad maps, a device which facilitated the transmissions of orders and simultaneously promoted security.
- 25X1A 2. [] Comment. The line capacity is expressed in the number of trains which may operate on the line in both directions within a 24-hour period.
- 25X1A 3. [] Comment. The Cottbus-Falkenberg line was double tracked [] 25X1A
 25X1A [] . The double tracking of the Falkenberg-
 Eilenberg line sector was included [] railroad constructions program. 25X1A
- 25X1A 4. [] Comment. The Sangerhausen-Eisleben railroad line sector has been
 25X1A double tracked while the double tracking of the Eisleben-Halle line sector
 was included [] railroad constructions program.
- 25X1A 5. [] Comment. Several temporary railroad bridges between Dessau and Rosslau
 were being replaced by permanent structures.
- 25X1A 6. [] Comment. The double tracking of the Dessau-Wolfen line sector was
 25X1A included [] railroad constructions program.
- 25X1A 7. [] Comment. Information on the taking over of the Dessau railroad repair
 shop by the industry was transmitted previously. See [] 25X1A
- 25X1A 8. [] Comment. The reconstruction of the second track between Leipzig and
 25X1A Grosskorbetha was included [] railroad constructions program.
- 25X1A 9. [] Comment. The second track on the Jüterbog-Balzig line sector was
 put in operation in 1952.
- 25X1A 10. [] Comment. The Leipzig-Borsdorf sector of this line is double-track.
- 25X1A 11. [] Comment. The Leipzig-Borna sector of this line is double-track.
- 25X1A 12. [] Comment. No information has been received on the planned double
 tracking of this line sector.

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- 25X1A 13. [] Comment. This information refers to the rerouting of the Merseburg-
Neumark/Bedra sector of this line. For last report on this project, see
25X1A []
25X1A 14. [] Comment. For fuel deliveries by the hydrogenation plant in Boehlen
to the USSR and Poland, see transportation reports on border crossing
railtraffic.

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